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CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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COUNTRY Germany (Russian Zone)

DATE DISTR. 5 January 1951

SUBJECT Concentration of 120 Column
Locomotives in Frankfurt/Oder

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1. In compliance with an order of the SCC, Transport Division, dated 1 November 1950, Director General Kramer of the Central Berlin Railroad Headquarters on the same day issued an order that 120 column locomotives with one express train coach and two engine crews each be made available without delay in Frankfurt/Oder. *
2. In further execution of orders it was made known that the 120 locomotives would be required for a mission from Frankfurt/Oder to Brest Litovsk. It was stated that five days would be needed for the round trip.
3. One Giese, (fnu), from the Directorate General, on behalf of Director General Kramer, personally went to Frankfurt/Oder to control the execution of the order.
4. Since the locomotive columns are used only for Soviet purposes it is believed that the 120 locomotives are to be employed for a single mission from Frankfurt/Oder to Brest Litovsk and/or in the opposite direction, or that the locomotives concerned are to be kept ready for continuous operations on this line. **

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* ☐ Comment. This information is unconfirmed. Theoretically the additional concentration of as many as 120 column locomotives is possible, since a total of 180 locomotives and the necessary personnel coaches are being kept serviceable in Strasburg/Uckermark, Ruednitz, Beeskow, Uckro and Ducherow. These locomotives are the equipment of deactivated locomotive columns. ☐

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This reserve of locomotives can be made ready for employment within 48 hours and the pertaining personnel who were ordered to remain ready for service with column locomotives on call can be sent to the locomotive collection points or to Frankfurt/Oder within the same period of time. The question of cars required for the formation of trains was not touched upon in the report. The formation of 120

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trains would require not less than 5,000 to 6,000 boxcars or flatcars to be gathered at specific points. This would be the most difficult side of the entire mission. However, no observations made in Frankfurt/Oder or the Berlin railroad district after 1 November 1950 indicate the execution of such a large-scale operation. For this reason the present report, the first of its kind, must be received with reserve. The report is being forwarded so that it can be checked against information possibly available from other sources. Conjectures on the possible purpose of the operation reported were not made.

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